We're working on greater mobility options.
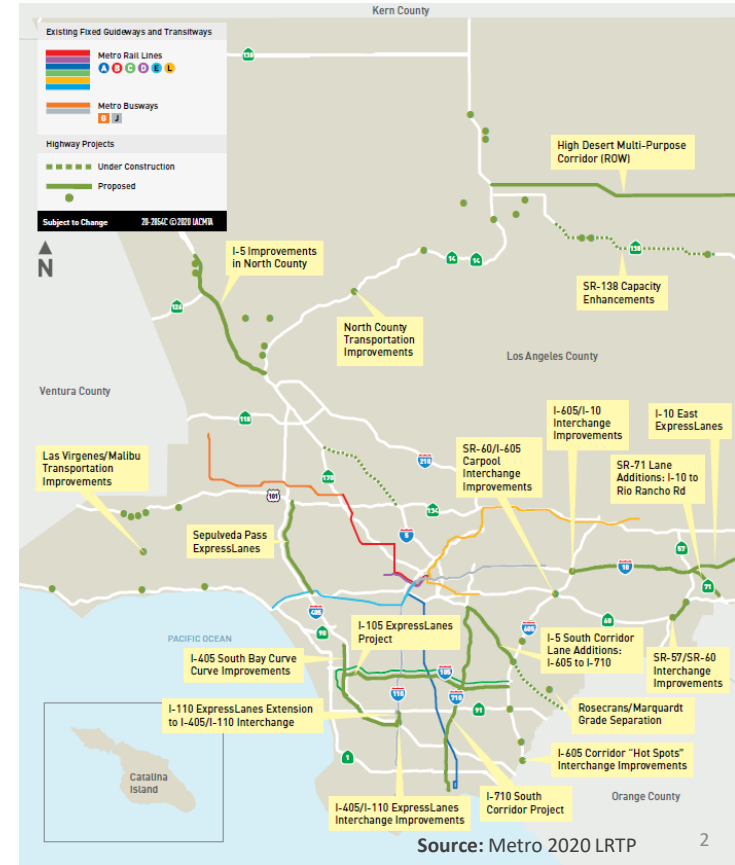
VMT Mitigation Program

September 2023
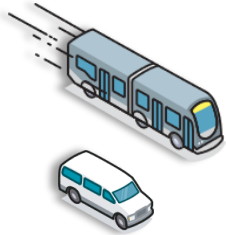
Overview

> **<u>RECEIVE & FILE</u> to update Board on Metro VMT Mitigation Program**

> **<u>Program Goals</u>**

- Understand and apply SB 743 policy to highway projects
- Define approach to quantify potential Vehicle Miles Traveled (VMT) impacts
- Establish VMT Mitigation Program (March 2024)

> **<u>Consistency with Board Directives</u>**

- **2021:** Modernizing the Highway Program
- **2022:** Objectives for Multimodal Highway Investment

Source: Metro 2020 LRTP

Potential Mitigation Strategies

Transit & Vanpool

Operational: More service hours, better service coverage
Programmatic: Fare subsidies, TDM programs, expansion of vanpool and shuttle programs
Capital: Bus-only lanes, bus stop improvements, more rail or bus vehicles

Active Transportation

Programmatic: Bikeshare and scooter-share membership subsidies, e-bike purchase subsidies
Capital: Active transportation corridors, first/last mile improvements

Land Use

Land Use: Affordable housing; transit-oriented housing; transit-oriented mixed-use neighborhoods
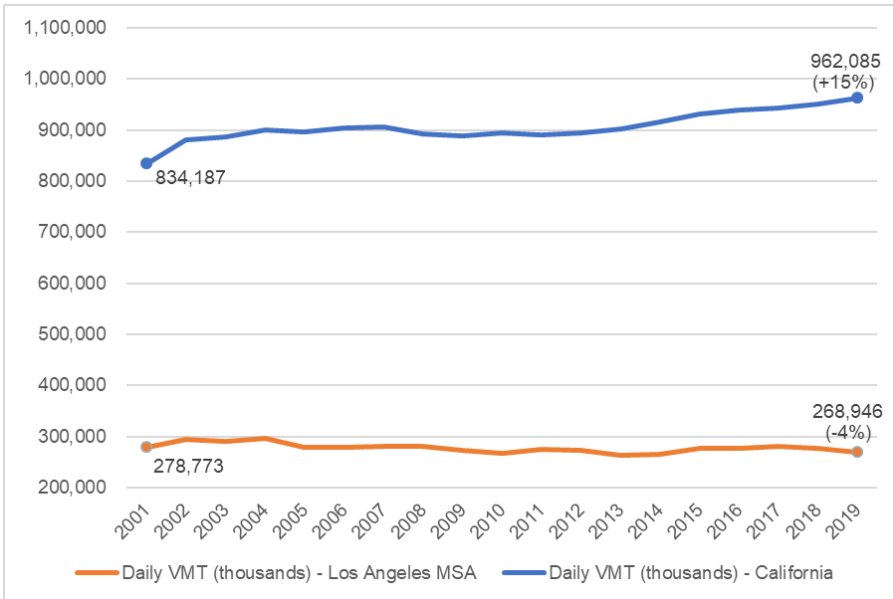
Pricing

Pricing: Corridor/cordon pricing, VMT tax, parking pricing
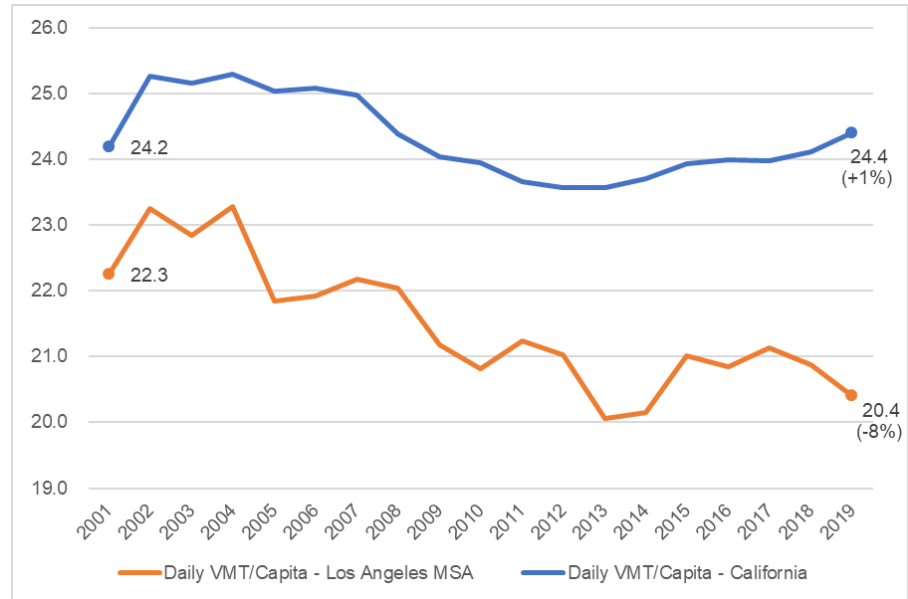
Quantification Approach

Total Daily VMT

Per Capita VMT

Project Cost Implications

Project Cost	LA County-Specific Quantification Approach	California Induced Travel Calculator
Estimated Capital Cost	$168 million	
Mitigation Cost[1]	$97.7 million	$252.6 million
Total Project Cost	$265.7 million	$420.6 million
Mitigation Cost Difference		**+ $154.9 million**
Total Project Cost % Increase with Mitigation	+58%	+150%

[1] Based on mitigation costs included as part of the Interstate 680 Northbound Express Lane Completion Project in Contra Costa County, CA.
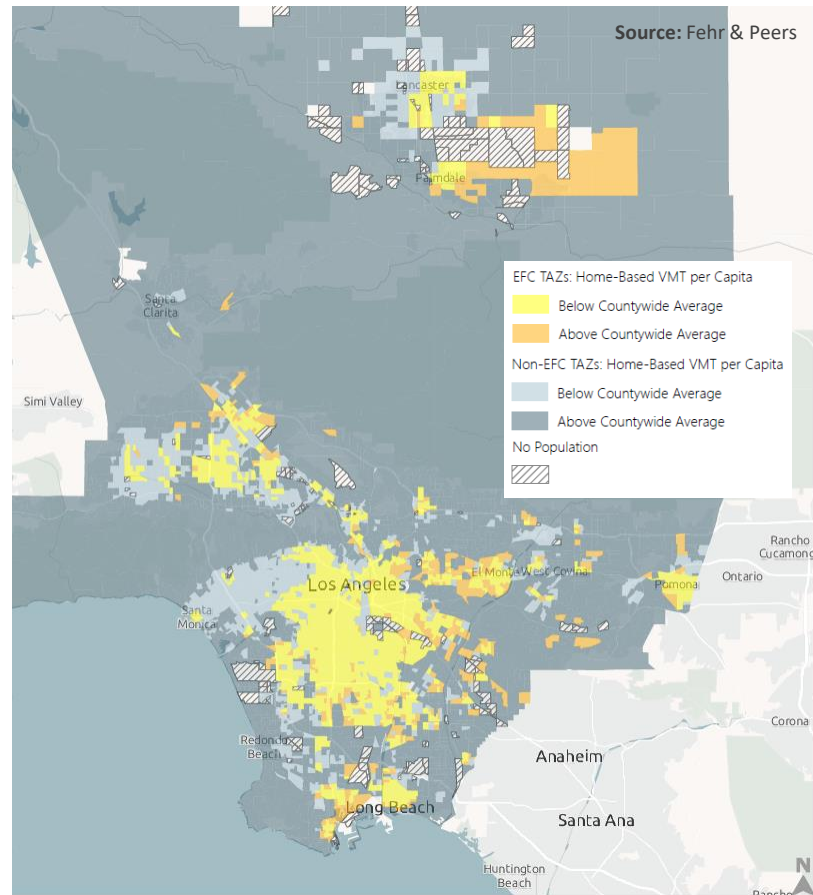
Equity Analysis

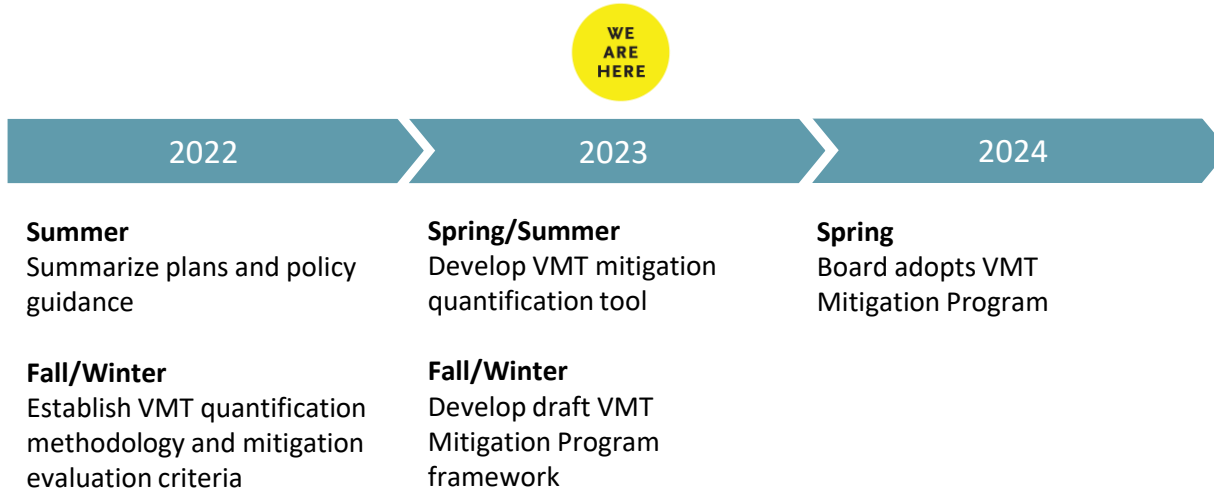Balancing benefits/burdens of VMT creation **and** VMT reduction

Multiple stakeholder engagement pathways

Equity is both an **outcome** and a **process** to address racial, socioeconomic, and gender disparities to ensure **fair and just access to opportunities** such as jobs, housing, education, mobility options, and healthier communities.

VMT mitigations **must** reduce VMT; they can also improve access to opportunities

Source: Fehr & Peers

EFC TAZs: Home-Based VMT per Capita
- Below Countywide Average
- Above Countywide Average

Non-EFC TAZs: Home-Based VMT per Capita
- Below Countywide Average
- Above Countywide Average

No Population

Project Schedule

WE ARE HERE

| 2022 | 2023 | 2024 |

Summer
Summarize plans and policy guidance

Fall/Winter
Establish VMT quantification methodology and mitigation evaluation criteria

Spring/Summer
Develop VMT mitigation quantification tool

Fall/Winter
Develop draft VMT Mitigation Program framework

Spring
Board adopts VMT Mitigation Program

ONGOING PUBLIC PARTICIPATION